

East Harptree Parish Council PRIDDY Wells BA5 3BE (Objects)

Comment submitted date: Wed 27 Nov 2019

**EAST HARPTREE PARISH COUNCIL - Objection to Bristol Airport Expansion
Proposals contained in Planning Application 18/P/5118/OUT.**

East Harptree Parish Council considered its response to the proposals for the expansion of Bristol Airport at its meeting on 19th November 2019 and agreed unanimously to OBJECT to the proposals.

Councillors considered the proposals did not fulfil the requirements of the following policies;

PCS1 - Unacceptable risk of pollution to East Harptree and the wider Chew Valley,

PCS2 - Unacceptable increase in the level of noise to East Harptree and communities in the wider Chew Valley.

PCS3 - will increase polluting emissions which will adversely affect air quality in East Harptree and the wider Chew Valley.

Policy ST1 it will increase the growth of traffic and congestion in the Chew Valley

Policy ST3 - the impact of noise and other forms of pollution on the Chew Valley from the traffic likely to be generated by the proposals has not been minimised.

The above refer to policies contained in the Bath and North East Somerset Council Place Making Plan adopted on 13th July 2017.

Details of these policies are appended to this Objection.

APPENDIX TO EAST HARPTREE PARISH COUNCIL OBJECTION TO PLANNING APPLICATION 18/P/5118/OUT.

Policies from B&NES Adopted Place Making Plan

POLICY PCS1: Pollution and Nuisance Development will only be permitted providing there is:

1 no unacceptable risk from existing or potential sources of pollution or nuisance on the development, or

2 no unacceptable risks of pollution to other existing or proposed land uses arising from the proposal

POLICY PCS2: Noise and Vibration

1 Development will only be permitted where it does not cause unacceptable increases in levels of noise and/or vibration that would have a significant adverse effect on health and quality of life, the natural or built environment or general amenity unless this can be minimised or mitigated to an acceptable level.

2 Noise-sensitive development should avoid locations wherever possible where the occupants would be subject to unacceptable levels of noise or vibration from an existing noise source.

POLICY PCS3: Air Quality

1 Development will only be permitted where the proposal: a does not give rise to polluting emissions which have an unacceptable adverse impact on air quality, health, the natural (in particular designated wildlife sites) or built environment or local amenity of existing or proposed uses from air polluting activities, or b is not located where it would be at unacceptable risk from, or be adversely affected by existing sources of odour, dust and /or other forms of air pollution

2 New development located within an Air Quality Management Area should be consistent with the local air quality action plan. Where an air quality assessment is necessary to support an application, it should be proportionate to the nature and scale of development proposed and the level of concern about air quality

POLICY ST1: Promoting Sustainable Travel In order to ensure delivery of well connected places accessible by sustainable means of transport, planning permission will be permitted provided the following principles are addressed:

1 reduce the growth and the overall level of traffic and congestion by measures which encourage movement by public transport, bicycle and on foot, including traffic management and assisting the integration of all forms of transport;

2 reduce dependency on the private car;

3 give priority to pedestrian and cycle movements, and have access to high quality public transport facilities;

4 provide and enhance facilities for pedestrians, cyclists and the mobility impaired including segregated provision that is fit for purpose;

5 safeguard, enhance and extend the network of public rights of way and cycle routes;

6 reduce the adverse impact of all forms of travel on the natural and built environment;

7 ensure development does not prejudice the efficient functioning and acceptable development of the railway network;

8 promote the use of car clubs and electric cars;

9 ensure access to high quality public transport facilities is achieved by improving existing and providing new public transport facilities which would increase the proportion of journeys made by public transport;

10 support and promote measures which reduce the levels of traffic pollution in the interests of improving health and quality of life and reducing harmful impacts on the built and natural environment; and

11 schemes should safeguard affected heritage assets and the historic environment.

POLICY ST3: Transport Infrastructure Within the context of Core Strategy Policy CP6(1) the development of transport infrastructure will only be permitted provided that the following requirements have been met:

1 There is no unacceptable impact on heritage and environmental assets and amenity including the World Heritage Site and its setting, Areas of Outstanding Natural Beauty and Natura 2000 sites (SACs/SPA);

2 The visual and functional impact of the scheme and any associated surface treatment, street furniture, signing, road markings, roadside verges and lighting upon the character of the area is minimised;

3 The impact of noise and other forms of pollution on surrounding land uses from traffic likely to be generated by the proposal is minimised;

4 The needs of pedestrians including those with impaired mobility, cyclists and horseriders are met;

5 The need for provision in appropriate cases of street furniture which aids security of premises without adversely affecting pedestrian circulation;

6 The environmental benefits to be secured through implementation of the scheme and any additional traffic management or calming measures needed to maximise those benefits should be clearly articulated;

7 The quality, patronage and efficiency of public transport operations must not be compromised;

8 The response time of emergency services must not be compromised; and

9 The acceptable provision for the transportation of materials to and from the site or disposal of spoil during construction. All highway infrastructure will be required to comply with national guidance and standards set out in 'Manual for Streets', 'Manual for Streets 2 - wider application of the principles', the 'Design Manual for Roads and Bridges' and

any subsequent updates to these documents.

Alan Butcher - East Harptree Parish Clerk
27th November 2019